

KING EDWARD VII.  
CHOICE LIQUEUR  
SCOTCH WHISKY.  
Per Dozen ... \$20.00  
SOLE AGENTS—  
H. PRICE & CO.  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S  
BRANDIES  
ARE KNOWN ALL OVER  
THE WORLD.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

No. 13,838 號樹十叁百捌千叁萬第 日式十式月陸年捌十二緒光 HONGKONG, SATURDAY, JULY 26th, 1902. 陸拜禮 號陸十式月柒年式零百九仟壹英港香 PRICE, \$24 PER MONTH

**SANDEMAN'S**  
**AUSTRALIAN**  
**CLARETS**  
AND  
**HOCKS**  
SOLE AGENTS—

**A. S. WATSON & CO.**  
LIMITED.  
THE HONGKONG DISPENSARY.  
(a154)

**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—**CUTLER, PALMER & CO.**  
is obtainable in Hongkong of their Agents,  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. (a47)  
**CUTLER, PALMER & CO.'S**  
PRICE \$1.25 PER DOZEN  
Net

Blood  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** (a15)  
**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
TIME TABLE

**WEST GATE.**  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
**NIGHT CARS.**  
4.30 p.m. to 9.30 p.m. Every 15 minutes.  
9.30 p.m. to 11.15 p.m. Every 1 hour.  
**SUNDAY.**  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
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5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
**NIGHT CARS.**  
Extra cars at 11.30 p.m. and 12.45 p.m.  
SPECIAL CARS by arrangement at this Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HENDERSON & SONS**  
General Managers.  
Hongkong, 1st October, 1901. (a158)

**VICTORIA**  
**CYCLE**  
**EMPORIUM.**  
THE pleasure of cycling consists in having  
a first-class machine and the above  
Establishment is always leading in this respect.  
We are Agents for the famous **NEW**  
**HOWE** and **MCGOWAN** CYCLES,  
and we also supply a full range of accessories,  
Bargains can be had in second-hand machines.  
Repairs attended with promptitude and skill.  
Emmelling a Specialty.  
**McKERRIE & CO.**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. (a199)  
**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$5.50 per Cask of 37½ lbs. net at Factory.  
\$3.50 per Bag of 250 lbs.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 7th June, 1902. (a1605)

**HOTEL**  
**THE QUEEN'S HOTEL,**  
ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer  
Wharves, and seven minutes by Ferry-launch  
from the City of Victoria.  
A First-class Hotel with thirty-five very  
bedrooms.  
Board and Residence:  
By the day ..... From \$5 to \$7.00  
month ..... \$55 to \$110.00  
for Married Couple ..... \$150.00  
Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
**H. BUTTON-JONES,**  
Proprietor.  
Hongkong, 25th November, 1901.

**W. S. BAILEY & CO.**  
ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.  
BRASS AND IRON FOUNDERS.  
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,  
TUGS AND FAST STEAM-LAUNCHES.  
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF  
EVERY DESCRIPTION.  
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.  
60 & 62, DES VOGES ROAD CENTRAL. KOWLOON BAY.  
**W. S. BAILEY, M.I.M.E. F. O. MURPHY, WH. SO., A.I.M.E.**  
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.  
PLANS, SPECIFICATIONS AND TENDERS.  
CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.  
(a2968)

**W. BREWER & CO.**  
23 & 25, QUEEN'S ROAD.  
EX-ENGLISH MAIL.  
When Love Flies Out the Window, by  
Merrick ..... \$1.75  
Dis. In Relation to Age and Activity,  
by Dr. Thomson ..... 1.90  
Shelley's Poems, Very Choice Leather  
Binding ..... 2.75  
Captain London, by Savage ..... 0.40  
Ahana, by Edgar ..... 1.75  
The Battle Ground, by Ellen Glasgow ..... 1.75  
GRAPHIC LIFE OF KING EDWARD VII.  
80 Cents.  
NEW STOCK AMERICAN-MAKE  
GENTLEMEN'S SHOES.  
EGYPTIAN CIGARETTES  
INDIAN CIGARS. (a38)

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS.  
(a55)

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.75 PER DOZ.  
Distinguished by 4 Stars on the label.  
**ANOTHER FINE COGNAC,** \$16.75 per doz.  
Less old than the above.  
**IMPERIAL BRAND**  
\$12 PER CASE.  
**THE ELITE OF WHISKY—**  
**THE "PALL MALL,"**  
\$21 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL**  
**BLENDED WHISKY,**  
\$11.25 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—**SIEMSEN & CO., HONGKONG.** (a45)

**LANE, CRAWFORD & CO.**  
**NEW GOODS.**  
BATHING DRESSES AND DRAWERS,  
A.S.A. SWIMMING COSTUMES,  
BATH ROBES,  
BATH BLANKETS,  
BATH TOWELS,  
THIN TROPICAL BLANKETS,  
&c., &c., &c.  
**LANE, CRAWFORD & CO.** (a44)

JUST RECEIVED A NEW CONSIGNMENT OF  
**SPARKLING CHAMPAGNE CIDER**  
PER CASE OF 1 DOZEN QUARTS—\$7.50  
DELICIOUS DRINK FOR THE HOT WEATHER.  
Apply to—  
**G. GIRAULT.** (a40)

**THE SUN IS SHINING**  
AND  
**SALES ARE IN FULL SWING**

**FRUIT SYRUPS.**  
LIME FRUIT JUICE LIME FRUIT CORDIAL  
**FRUIT TABLETS.**  
PERFUMERY. DISINFECTANTS.  
SPONGES.  
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.  
**WATKINS, LIMITED.** (a33)

**PHOTO-PLATES, PAPERS**  
**GRAPHIC AND CHEMICALS**  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.** (a48)

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
ALE, BEER AND STOUT IMPORTERS.  
AGENTS FOR—  
**THE AQUARIUS COMPANY'S**  
**TABLE WATERS.** (a38)

**CYGNITE.**  
A WHITE PAINT (REGISTERED), WHICH POSSESSES CERTAIN  
ADVANTAGES OVER WHITE LEAD AND WHITE ZINC.  
COLOUR—GOOD. COVERING CAPACITY—GREAT.  
PRICE—MODERATE.

OBTAINABLE IN HONGKONG FROM THE SHIPCHANDLERS AND FROM  
**WILKINSON, HEYWOOD & CLARK, LTD.**  
**DES VŒUX ROAD (GROUND FLOOR OF HONGKONG HOTEL).**  
MANUFACTURERS OF ALL SORTS OF PAINTS AND VARNISHES.  
HEAD OFFICE:—7, Caledonian Road, London.  
(a1238)

**FROM MAKER TO USER.**  
We beg to inform you that we have established a Retail Store for the sale of the  
**LATEST IMPROVED**  
**SINGER SEWING MACHINES**  
AT NO 3A, WYNDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.  
We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR  
CLOTH OR LEATHER, Family or Manufacturers' uses.  
We will employ a full Corps of Expert Operators, and Instruction will be GIVEN  
FREE OF CHARGE.  
Machines will be sold for Cash or on Monthly Payments, and we will take your  
OLD MACHINE part payment for NEW ONE.  
We will at all times be prepared to Rent Machines, and special attention will be given to  
Repairing.  
A full supply of Needles and Oil always on hand at low prices.  
Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING  
MACHINE and we are IN CHINA TO STAY.

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES  
MADE IN GERMANY.  
**THE SINGER MANUFACTURING CO.**  
(OFFICES IN EVERY CITY IN THE WORLD.)  
Hongkong, 22nd July, 1902. (1990)

**COTTAM & CO. JUST RECEIVED.**  
STRAW HATS (ALL SIZES).  
SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES  
FOR SUMMER WEAR. (a37)

**DAVID COBBAR & SONS**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
BELLANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
(a228)

**PORTLAND CEMENT.**  
**J. B. WHITE & SONS.**  
SOLE AGENTS FOR HONGKONG—  
**ALAN ROSE & CO.**  
Hongkong, 1st July, 1902. (a165)

**INSURANCE**  
HAVE YOU A PENSION  
— To look forward to?  
If not write at once and obtain a copy of the  
STANDARD LIFE ASSURANCE  
CO.'S "PERFECT PENSION" SCHEME.  
Better than the Savings Bank.  
For Full Particulars of the Scheme, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 12th February, 1900. (a1797)

**HOTELS.**  
**HONGKONG HOTEL**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGES MODERATE. (a49)

**THE**  
**PEAK HOTEL.**  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. (a390)

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK,** near the  
Tram Terminus.  
Tel. 58.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. (a52)

**THE CONNAUGHT HOTEL**  
A FIRST CLASS HOTEL of 15 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
nagement.  
Terms Moderate.  
P. D. A. SILVA, Manager.  
Hongkong, 23rd May, 1902. (a51)

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRATA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well-furnished Bed-rooms.  
Cuisine Excellent. Friendly Attendance.  
Terms Moderate.  
L. HING KEE, Proprietor.  
Telegraphic Address: "HINGKEE" (a1849)

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
**MACAO**  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (ss. *Heungshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address: "BOA VISTA."  
For Terms, apply to  
s31651 THE MANAGER.

**VICTORIA HOTEL,**  
SHAMSHAN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA COSTA, Manager.  
Canton, 1st October, 1901. (a1887)



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## SHERRY.

	Per Doz.	Per Bot.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule .....	\$10.80	\$0.90
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule .....	12.00	1.00
C.C. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule .....	14.40	1.20
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	16.20	1.35
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule .....	24.00	2.00

B, C, & CO are excellent Dinner Wines  
D and E are After-Dinner Wines of  
VERY FINE VINTAGE.  
ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have  
been specially selected, and procured  
from the celebrated firm of Messrs.  
GEO. G. SANDEMAN, SONS & CO.,  
of London, Oporto and Xeres:

	Per Doz.	Per Bot.
LIGHT DRY .....	\$15.00	\$1.25
SOLERA .....	21.00	1.75
VERY PALE DRY .....	21.00	1.75
FULL GOLDEN .....	24.00	2.00
PALE DRY NUTTY .....	27.00	2.25
FINE OLD BROWN .....	36.00	3.00

## MADEIRA.

	Per Doz.	Per Bot.
GOOD .....	\$15.00	\$1.25
FINE .....	24.00	2.00

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns  
should be addressed to the Editor.  
Correspondents must forward their names and ad-  
resses with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.

No anonymous signed communications that have  
already appeared in other papers will be accepted.  
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Telegraphic Address: Press. Codes: A.H.C. 5th Ed.  
Liberty's  
P.O. Box, 33. Telephone No. 12

## DEATHS.

On the 3rd July, at Kuala Gings, Kelantan, Wt.  
Rendani, of New Zealand, Dredge-Master in the  
employ of the Duff Syndicate, Ltd. Drowned  
while bathing.  
On the 5th July, at Penang, Maria Florence,  
widow of the late Capt. J. F. Mills, of Penang  
and Rangoon, aged 85 years.  
On the 15th July, at Madras, India, Penang,  
James Logan, Surgeon Dentist, second son of the  
late Abraham Logan, of Penang.  
On the 16th July, at Payah Lane, Singapore,  
Felicia Constance (Conny), the eldest daughter  
of H. and M. E. Angus, aged 9 years and 6 months.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th July, 1902.

THE Committee of the Hongkong Chamber  
of Commerce at their last meeting discussed  
a very important subject, namely, the ques-  
tion of the facility with which under the  
existing local law a Chinese employee can  
leave his employer without giving notice or  
compensation and without fear of a penalty  
for so doing. When it is considered that  
in the numerous large industrial and  
commercial undertakings in this Colony  
some thousands of natives are employed,  
it is readily realised that the contin-  
uance and increasing popularity of this  
practice is productive of much loss and  
serious inconvenience to employers of labour.  
Previous to the introduction of the present  
Police Ordinance, which in certain respects  
is one of the most vexatious gifts we have  
received from a considerate Council, the  
same law practically applied to the native  
employees as to the domestic servant. For  
some reasons, this law was altered, no  
doubt with the good intention of freeing the  
artisan from certain restraints. The idea  
presumably was to place the native work-  
man here on the same footing as the  
artisan in England, on the assumption  
that his moral conception of the relations  
between capital and labour was equal. If  
those responsible for the Ordinance had  
elected to consult the leading employers of

native labour, a course perhaps questionable  
but often advisable in Hongkong, they  
would have hesitated before affording  
the present facilities to the native  
employee to evade his responsibilities and  
to inflict loss on his employer. Such  
is unknown in Chinese law, for in the  
Mixed Court at Shanghai severe penalties  
and floggings are inflicted for such breaches  
of contract, where loss has been proved. In  
England the employer has the opportunity  
to recover in the County Court, and it is  
assumed that such is the only remedy left  
here to an employer, but there are nume-  
rous obstacles against redress in this way,  
the principal being the identity and the  
location of the offender.

Our law-givers, we are afraid, overlooked  
the fact that the native artisan in nearly  
every case knows the local law only to  
evade it. It is natural that the class to  
which he belongs should think it quite  
proper if they can possibly evade any regula-  
tion or law foreign to their conception and  
judgment. The result is, instead of having  
two honest parties to a contract, one, the  
native who is protected, usually acts dis-  
honestly and causes loss to the other, who  
is unprotected by the law. It matters not  
to the unscrupulous workman whether  
his leaving suddenly without explanation  
or notice, with his fellows, will ruin  
a contract and increase expenses; if he  
is a little considerate he may first demand  
a large increase of pay, and promptly quit  
if unsuccessful. This is a frequent source  
of intimidation. It is a very serious mat-  
ter affecting every employer of labour, large  
or small, in this Colony, and we do not  
hesitate to admit that we write from personal  
experience. Under the existing law  
employers have no apparent redress and no  
satisfactory means of securing compensation.  
It is almost absurd to expect employers of  
labour to sue absconding workmen in the  
Civil Court, so the majority prefer to  
silently suffer instead of spending valuable  
time in taking such proceedings. In our  
own case the evil had become so serious and  
unbearable that we were compelled to test  
every means afforded for redress, with the  
object of making an example. At the  
Police Court we were referred to the Civil  
Court, and in January last we paid for  
summons against absconders actually  
working in other offices. Since then we  
have waited for the cases to be called on,  
but without result. We only quote our  
personal experience to prove that under  
existing law an employer is at the mercy  
of an unscrupulous native workman, who, as  
a skilled labourer, and by means of his  
guile, may increase wages as he so desires,  
or may abscond at his own sweet will,  
causing serious loss, without fear of pain or  
penalty or stroke of conscience, because he  
transgresses no local Ordinance. We submit  
that such is an intolerable state of affairs  
which should be immediately remedied.

THE correspondence which we published  
yesterday as having passed between the  
Chamber of Commerce, the Government,  
and three leading shipping houses throws  
much light on the vexed question of the  
entrance into the Philippine Islands of  
Chinese stowaways from Hongkong. Since  
the annexation of these islands by the  
United States, there has been an increasing  
demand for labour with a consequent aug-  
mentation of wages; and it is little wonder  
that the Chinese coolie, looking upon the  
Philippines with longing eyes, risks the  
penalties of the stowaway and runs the  
blockade of the perilous Exclusion Law in  
order to reach his golden El Dorado. Nor  
is it surprising under these conditions that  
secret agencies have sprung into existence  
here for the purpose of smuggling coolies  
into the Philippines. That such agencies  
have been long in operation was already  
well known, and the seriousness of the evil  
and the urgent need for its suppression  
were recently brought home in a very  
forcible manner to the minds of all parties  
concerned by the case of the *a.s. Kaifong*,  
on which no less than one hundred and  
thirty-four stowaways were found secreted,  
while on a voyage from Hongkong to Cebu.  
Perhaps it was only natural that one should  
have doubts, at the first glance, as to  
whether such a great number of men could  
be stowed away without equivocation, and  
certainly the American Press of the archi-  
pelago did not err on the side of generosity  
when considering the possible culpability  
of all on board the steamer, from captain to  
cabin-boy. As a matter of fact the presence  
of the stowaways on board was discovered  
by the master and officers before Cebu was  
reached. On arrival there, the harbour  
authorities were notified and the *Kaifong*  
was put under a bond of \$70,000 (gold) to  
return the underslaves to Hongkong. This  
was done and the ship discharged. The  
result of subsequent proceedings at the  
Magistracy and of careful private enquiry  
made by the agents, Messrs. Buxton &  
Swire, went to show that the whole thing  
was a carefully arranged conspiracy in  
which all or nearly all of the native crew  
must have been in confederacy to secrete

the stowaways without the knowledge of  
the European officers—not a difficult feat  
when it is considered that thirty were thus  
working against six and that the stowing  
of the cargo was directly in the hands of a  
Chinese steward and compadres. As  
the agents of the *Kaifong* point out,  
nothing is easier for these people to  
arrange the stowage of the cargo in  
such a way, when the officers' backs are  
turned, as to leave vacant spaces for the  
accommodation of stowaways who come on  
board at night and are secreted away with  
the knowledge of the quartermaster on deck  
while the officers are asleep. That is what  
was done in this case. The suspicious of the  
captain and officers being aroused and a  
search instituted, it was found that properly  
constructed rooms had been formed among  
the cargo and that these were full of  
stowaways. When they were brought back  
to Hongkong, the men were prosecuted and  
fined, but the police were unable to lay  
hands on the real culprits, the people  
responsible for the presence of these stow-  
aways on board the ship. It was as a result  
of that case that the Chamber of Commerce  
approached the Government with a view  
to having an amendment of the law made in  
the direction of greater stringency and  
heavier penalties with regard to stowaways.  
In their reply to this communication the  
Government indicated their belief that the  
abuse complained of was largely due to the  
neglect of the ships' officers and to the fact  
that no penalty had been inflicted upon  
them. In face of the responses which that  
Statement has now evoked from the China  
Navigation Co., Ltd., the China and Manila  
Steamship Co., Ltd., and the Indo-China  
Steamship Navigation Co., Ltd., we do not  
see how the Government can any longer  
maintain the position which they had taken  
up on the question. These responses con-  
stitute a thorough vindication of the  
respective shipping Companies concerned;  
they also strengthen the hands of the  
Chamber in its respectful demand for  
an amendment of the Ordinance. It is  
suggested that the penalty to which a stow-  
away is liable should be no longer a fine  
but a term of hard labour imprisonment  
without the option. On the Government  
will fall the responsibility of saying what  
that term shall be, if they decide to meet  
the wishes of the Chamber in the matter;  
and there certainly appears to be no other  
solution of the difficulty than to provide a  
vigorous deterrent in the shape of hard  
labour upon the actual stowaways, so long  
at least as the police authorities are unable  
to lay the more culpable aiders and abettors  
by the heels.

The German gunboat *Lucho* arrived yesterday  
from Swatow.

Four fatal cases of plague were reported as  
having occurred during the 24 hours ended at  
noon yesterday.

H.M.S. *Terrible* will leave for home on  
Monday next, but will remain at Singapore to  
assist in the Coronation rejoicings.

The *s.s. Kiangsi*, which was recently lost  
near Swatow, had on board a number of mail  
bags. These were secured in the captain's deck  
house, which was washed overboard, and the  
mails were lost.

By kind permission of Major Berger and  
officers, the band of the Hongkong Regiment  
will play at the Hongkong Hotel to-night from  
8 to 9.30 o'clock. Programme:—  
March ..... "National Favourites" ..... Sousa  
Overture ..... "Zampa" ..... Franquet  
Selection ..... "Les Coches de Corneville" ..... Franquet  
Waltz ..... "Dancing the" ..... Cote  
Fantasia ..... "Italian Melodies" ..... Franz  
Spanish Serenade ..... "La Paloma" ..... Hartmann  
Extra.  
Waltz ..... "Marchen aus dem Quallenthal" ..... Fetras  
"God Save the King."

A telegram has been received at Singapore,  
from the Secretary of State for the Colonies,  
stating that the departure of the Straits Settle-  
ments Coronation Contingent has been  
postponed *sine die*. This probably means that  
the Contingent will not leave England till after  
the 12th proximo. The leave of absence  
granted to those members of the S.V.C. Con-  
tingent who are in Government service has  
been extended on half-pay till the return of  
the Contingent.

A shipping correspondent in forwarding us  
a typhoon warning issued yesterday by the  
Hongkong Observatory congratulates this de-  
partment on its sudden and appreciated display  
of energy. He hopes it will not be the only  
result of the foregoing recently given to the  
Observatory as the port is still a long way behind  
Shanghai in respect to such warnings and the  
method of giving them, although Shanghai has  
to thank the Jesuit fathers for their voluntary  
work and not a Government department.

A Wanchang despatch to the *N.C. Daily News*  
reports that it is rumoured in the city that  
the tariff negotiations that have been going on  
there for the past ten days or so, between the  
British and Chinese Tariff Commissioners,  
were conducted in a very harmonious and  
equitable spirit, and as a consequence the new  
Commercial Treaty may soon become a fact  
accepted. In view of this the Tariff Com-  
missioners were expected to leave Wanchang  
for Shanghai on the 19th instant.

The Sultan of Zanzibar, Hamud bin  
Muhammad, who has reigned since 1896, has  
died, aged 49 years.

A Berlin telegram of the 19th inst. states  
that the Government of the United States and  
the Pope have arranged all pending questions  
of religious interests in the Philippines.

The Campanile of St. Mark's in Venice will  
be rebuilt, says a Berlin telegram. The Gate  
of San Andrea (?) at Venice is subsiding on one  
side; precautions have been taken to prevent  
collapse.

Referring to the bitter anti-British article  
by Prince Hsiao Ukikamaki which appeared  
in the last number of the *Contemporary Review*,  
and in which the writer said "it would be no  
wonder if some fine morning the bakers in  
Hongkong and Singapore served up their bread  
spiced with arsenic," the *Straits Times* remarks  
that to many it is not known that poisoning  
bread with arsenic for the destruction of for-  
eigners was actually tried by the Chinese  
bakers at Hongkong in 1837, during the Second  
China War.

Mr. Davitt describes "Colonel" Lyne, M.P.,  
as "a young man about thirty-five, tall, hand-  
some and accomplished. He is a graduate of  
Melbourne University, and is in every sense,  
physically and intellectually, a worthy repre-  
sentative of the Australian-born sons of Ireland.  
He proved himself to be an able commander,  
and enjoyed the confidence of General Buller,  
who spoke of him to me as 'one of the very best  
of my officers.'" According to the same  
authority, he is "an able linguist speaking  
French and German with fluency."

"Newspaper reporters hear many peculiar  
things, and see a variety of unusual episodes,  
but the gentleman who generally amuses the  
note-taker most is the man that 'faucets'  
himself in public speaking, who declines to  
write out his speech, and who will declare with  
most positive conviction that what afterwards  
appears in the newspaper is not what he said.  
Such a man is instinctively—and generally  
unconsciously—a liar." Such is the dictum  
of the *Straits Times*. The class of speaker  
referred to is not unknown in Hongkong.

According to a telegram in the *Asahi*, the  
Japanese residents of Shanghai were proposing  
to hold a meeting to protest against an alleged  
disrespectful reference to Prince Komatsu  
which appeared in the *North-China Daily News*  
and was ignored by the Japanese Consul. It  
appears the Shanghai paper said that it was  
hearing too much of Prince Komatsu in the  
telegrams. Mr. Drummond, the well-known  
barrister, protested against the remark that was  
made, and the editor thereupon replied that not  
one out of a hundred of the readers of the  
*N.C. Daily News* had any interest in the  
movements of Prince Komatsu.

The ten-steel gunboats now under construc-  
tion for the American Government at the  
yards of Messrs. S. C. Farman, Boyd and  
Co., Ltd., at Shanghai, are rapidly approaching  
completion. The boats will be used to patrol  
the Philippine coast. The gunboats are of com-  
posite type, with hulls of steel and upper works  
of wood. They will be schooner-rigged with  
two masts each. The hulls will be of a marine  
multitubular type with compound surface  
condensing engines capable of developing  
a speed of ten knots. The machinery will be  
placed amidships. The coal capacity will be  
seventy-five tons. The armament of each  
vessel will include two Gatlings and one pounder  
rapid-fire rifle. Electricity will be used  
throughout for lighting purpose. The follow-  
ing are the dimensions of the vessels:—Length  
over all, 135 feet; b.p. 140 feet; extreme  
breadth, 25 feet; depth, moulded, 11 feet 9  
inches; draught 9 feet 6 inches.

The court-martial on Lieut. Cecil B. Rooke  
for having negligently or by default, boarded  
the *Recruit*, t.b.d., on 27th May, when she  
stranded near Land's End, was resumed on the  
19th ult. on board the *Cambridge*, gunnery school  
ship, at Devonport. Lieut. Rooke in his defence  
said that he posted one man on each end of the  
forebridge on the look-out. The small chart he  
was using showed nothing but deep-water  
courses, and as he was in deep water he did not  
think it necessary to take soundings. As  
further accounting for the accident, he asked  
the Court to take into consideration the tides  
and currents some ten miles from the shore,  
which were not generally known and were very  
changeable. There were also the mists and  
magnetic attractions in the neighbourhood  
which were strong enough to affect the ship's  
compass. The Court, after deliberating in  
private, found that the charge was proved, and  
sentenced Lieut. Rooke to be severely reprimanded.

The *Outlook* is responsible for the following:—  
When Mr. Wilfrid Sparrow went to Paris as  
tutor to the children of H.H.H. Zillie-Sultan,  
G.O.S.I., he kept a note-book. Or, if not, how  
could the following account of his first interview  
with that dashing, free and easy young Prince,  
Akbar Mirza, have got into *Pearson's Children*  
of the *Royal Family* (John Lane)? When he  
shook hands with me, it was to say in English  
with manifest pride in his fluency of speech,  
"How do you do, yes, sir? I am content to  
see you, and I hope you are better." And how  
old are you?" I asked. His reply smacked of  
Ollendorf. "I do not know, sir," then  
thoughtfully, "but I have been to Tiberias."  
I was at my wit's end to divine the connection.  
"Indeed, I said, 'When was that?' This  
time his reply in French gave me something  
of a shock. "J'avais été dans le village de  
deux ans, monsieur." To which the discrimi-  
nating direct aide, "His answer simply was  
evident enough."

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

FROM OUR SPECIAL CORRESPONDENT.

LONDON, 24th July, 7.30 p.m.

## JAPANESE BARON IN LONDON.

Baron Watanabe, having visited the  
greater part of Europe, has arrived in  
London. When interviewed, he said he  
had no special mission, but was closely  
studying European financial and commercial  
questions.

## REUTERS SERVICE.

LONDON, 23rd July.

THE CHANCELLOR OF THE  
EXCHEQUER.

There is reason to believe that considerable  
pressure is being used to induce Sir Michael  
Hicks Beach to remain in office until after the  
next budget, his colleagues desiring him to  
arrange a scheme for paying off the debt which  
has increased since 1899.

LONDON, 23rd July.

## THE PRIVY COUNCIL.

His Majesty King Edward will hold a Privy  
Council at Cowes next Saturday.

ROWING—DEFEAT OF BERLIN  
OARSMEN.

Leander has beaten the Berlin crew of  
oarsmen in the final for the International  
Challenge Cup at the Cork Regatta.

THE RUSSIAN COMMERCIAL  
PROPOSALS.

Mr. Balfour states that the Government is  
considering the Russian proposals for a joint  
agreement, having for its object the protection  
of international commerce.

## THE SINGAPORE MURDER.

On the 19th inst. at Singapore, Josef Gonit,  
who is charged with the murder of a rich  
coolie at Tanjong Pagar, was brought up on  
remand before Mr. Justice. Inspector Howard  
conducted the enquiry. The defendant was not  
represented. Mr. Felix Hourant of the French  
Consulate acted as interpreter. The defendant  
stated charged with the murder of a rich  
coolie, Kau Sam On, at about 5 a.m. on the 6th  
inst. on the Keppel Road. The prisoner was  
supplied with a chair to the dock and he received  
the incriminating evidence with apparent calm-  
ness, showing keen interest in the proceedings,  
but never proffering to question the witnesses  
who spoke for the prosecution. He sat pale  
and unmoved, his sallow complexion contrasting  
with a dark brown moustache and black hair.  
He appears to be about 35 years of age, and  
wore a soiled white coat and khaki trousers. Dr.  
Fraser, house surgeon, General Hospital, was  
the first witness heard yesterday. He deposed  
to the prisoner being taken to him by  
D. S. Frayne, and on arrival, accused's clothes  
were found to bear dry stains of blood. There  
were blood stains on the front and back of both  
his hands. The stains were dry. After other  
evidence, the case was adjourned till the 23rd,  
when the accused will probably say something  
in his defence.

## CRICKET.

SHANGHAI R.C.C. H.C. AND S. PARK.

In the above match at Shanghai on Saturday  
last the Bank staff fared badly. Appended are  
the scores and analyses.

H.C. AND S. PARK.	
A. J. McClure, c. T. Vetch, b. Walter .....	15
S. Gilmore, c. T. Vetch, b. Turnbull .....	0
W. H. Bell, b. S. M. Wallace .....	0
H. D. Sharpe, b. S. M. Wallace .....	0
A. M. Bell, c. T. Vetch, b. Walter .....	12
E. E. McEwen, c. T. Vetch, b. Walter .....	1
N. L. Armitage, b. S. M. Wallace .....	1
J. Dyer, b. T. Wallace .....	2
T. A. McEwen, c. T. Vetch, b. S. M. Wallace .....	2
G. W. Wood, not out .....	5
E. E. McEwen, b. T. Wallace .....	0
Extras .....	10
Total .....	72

## SHANGHAI RECREATION CLUB.

W. J. Turnbull, b. McClure .....	10
W. B. Frayne, c. McEwen, b. Sharpe .....	19
T. Vetch not out .....	12
C. Moore, not out .....	4
T. Wallace, b. Wallace, b. Vetch, b. W. Dowling, b. T. Wallace, b. S. M. Wallace, and G. H. Jones, did not bat.	13
Extras .....	13
Total .....	139

## DOVERLY ANALYSIS.

S. A. C.	
A. J. McClure .....	15
A. D. Sharpe .....	0
D. S. Gilmore .....	0
J. A. Madson .....	2
G. W. Wood .....	0
T. V. Bell .....	1
T. A. McEwen .....	2
E. E. McEwen .....	1
A. M. Bell .....	1
Extras .....	10
Total .....	72

## H.C. AND S. PARK.

W. J. Turnbull .....	10
S. M. Wallace .....	19
A. J. Wallace .....	12
T. W. Wallace .....	4
Extras .....	5
Total .....	139

## LATEST STEAMER MOVEMENTS.

The C.E.R. steamer *Empress of China* arrived  
at Nagsam, T.S.M. on the 25th inst., and  
left again at 5 p.m. for Shanghai.  
The *British Steamer Hydrex* left Tientsin for  
Japan and Hongkong on the 21st inst.  
The *B.A. steamer Gathorn* left Port Darwin  
on the 24th inst. for this port. *Hydrex*  
may be expected here on the 26th inst.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the  
opinions expressed by our correspondents.]

THE FORTHCOMING RACE  
MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, 24th July.

SIR,—May I beg to suggest this letter,  
with reference to the advisability of formulating  
a programme for the forthcoming race meeting,  
in the hope that it may catch the eye and  
possibly, the favourable attention of the  
Stewards of the Jockey Club. There seems to  
me to be no reason why a programme should  
not be put out at once, while a great number  
of reasons suggest themselves in favour of its  
being done. It is now known what material in  
the shape of horses there will be available  
and for which races have to be provided. The  
lists for subscribers both for China ponies and  
wagers are now closed, and the orders for  
the regular number have been placed, and I  
understand it is probable that the  
orders will be executed. Then again it is a  
comparatively easy matter to ascertain how  
many subscription griffins of former years  
there are in the Colony. And I should like to  
say a word as to these and as to the consideration  
which they should have in the programme. In  
my opinion griffins which have been subscribed  
for in former years and have been kept over or  
acquired and kept in the Colony at considerable  
expense to their owners should be considered  
quite as much and quite as favourably as the  
subscription griffins of the current year. These  
ex-griffins will add nothing to the number of  
which have as yet not been subscribed to their  
owners on account of not being good enough or  
through a variety of possible reasons should in  
my opinion be given a chance, and the owners  
themselves encouraged not to dispose of the  
unlucky ones after any particular meeting, but  
to keep them over with a knowledge that they  
may have better luck next time. There are here  
in the Colony three or four owners who have kept  
over, or have acquired, and have borne the  
expense of keeping alive last year's meeting three  
or four of last year's griffins, and there are also  
a number of owners who have a single pony. It  
strikes me that it is a considerable hardship to  
leave owners not to know and to have no means  
of judging whether it is worth their while to keep  
these animals with a view to racing them again,  
and it certainly is not the way to encourage  
people to take an intelligent interest in racing,  
which I presume is the desire and aim of the  
Stewards. Of course if the broad principle  
which I have suggested, viz., that it is desirable  
to encourage owners to keep over animals from  
one meeting to another, is not admitted, then  
the remarks which I have made do not apply,  
but I cannot think that the principle itself can  
be so easily abandoned, and therefore I say if  
the principle is right the Stewards should do  
all they can to encourage it. But to  
revert to the question of the desirability  
of having a programme as soon as possible,  
I can conceive the possibility of an owner, who  
has a couple of moderate griffins and who  
would be willing and ready to go to the expense  
of keeping them till next year's meeting if he  
thought that under the conditions of a par-  
ticular race he had a chance of winning a race  
with them, but on the other hand if he does not  
and cannot know whether he is to have such a  
chance he not unreasonably says to himself  
it is an opportunity of selling one or both.  
Well, it isn't good enough to hang on I don't  
know how I shall be treated, and he parts  
with his ponies which under other circumstances  
he might have kept with a view to using—and  
in this way two ponies which would have helped  
to swell the number of starters and make the  
meeting a success are lost. Again, as regards  
the subscription griffins of the present meeting,  
surely it is more satisfactory and more interest-  
ing to have what these are going to be re-  
served before the training commences instead  
of working in the dark until a month or six  
weeks before the meeting. I shall be glad if  
other persons interested in the matter will  
criticise my remarks and publish their views so  
that a healthy correspondence may be worked up.

Yours, etc.

VETERAN.

THE PROPOSED SANITARY  
COMMISSIONERS.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, 24th July.

SIR,—With reference to the new Public Health  
and Building Ordinances and the suggestion of  
the Committee of the Legislative Council that the  
Proposed Sanitary Commissioners should not  
necessarily be a medical man, the Committee  
in my opinion are undoubtedly right. Mr.  
Osborne, I believe, is undoubtedly in support  
of a medical man being appointed. With regard  
to the question of this it will be within the  
Board's knowledge that all plans for new works  
have during the past few years passed through  
the hands of the Medical Officer of Health.  
As one having practical experience of the truth  
of above statement I can only describe it as  
a device of the devil for wasting time and  
trying one's temper.

Under the existing Building Ordinance it is

necessary before you can start your work to

submit plans to the Director of Public Works

for his approval as to whether they are in

accordance with the provisions of the Ordinance.

Within recent years no order has gone forth

(though there is no law in support of same)

that all plans are to be submitted to the

Medical Officer of Health before they are ap-  
proved by the Director of Public Works.

Nothing is stated as to how long he shall



stions before this is done. It often happens that the plan may be returned to you several times with requests from the F. W. D. that you will kindly note some minute made by the M. O. H. One would not object so much if these minutes were to the point; such however is rarely the case. They sometimes show that the M. O. H. does not understand a plan, they are invariably entirely foreign to the purpose for which the plan was submitted, and very often they are laughably absurd.

The last plan I had returned showed an alteration to a plan that had been previously approved. The P. W. D. suggested I would note the M. O. H. the minute, the same being to the effect that the M. O. H. thought (not the Ordinance required) that if the upper portion of a certain door instead of being of wood had the panels filled in with glass it would improve the through ventilation of the house. The plan already showed a good deal more than the window area required by law, so he could not ask for more light, and how the ventilation is to be improved by substituting glass for wood has not been explained to me yet; probably a month hence I may see the plan again with some further strange minute attached, meantime under the law my client's work is presumed to be at a standstill.

"For many cooks spoil the broth." If the Sanitary Commissioner is to have anything to do with passing of plans or approval of construction and erection of buildings he should be a man in the F. W. D. and under the orders of the Director of Public Works.—Yours, &c., A. TURNER.

#### DOMESTIC SERVANTS IN THE STRAITS

Like Hongkong, the Straits Settlements suffer from the domestic servant trouble. The matter is dealt with in the recently published police report, commenting upon which the *Free Press* says:—If the public would realize the fact that it is their bounden duty to aid the police in every possible way, not to be negligent in taking every precaution to prevent crime, and co-operating loyally with the authorities in bringing offenders to justice, much could be done to remedy the present unsatisfactory domestic servant system. The Straits have their societies and stick to each other loyally; householders unfortunately do not combine at all to protect themselves from the tyranny exercised by the servants. In Colonies east and west from the Straits we have legislation of domestic servants. Ceylon has a system that works well, each servant having a continuous service book which has to be produced when an engagement or discharge takes place. In Hongkong there is special legislation for dealing with domestic servants. It would be an extraordinary thing if Singapore could not also successfully work such a system. But the condition precedent in the colonial co-operation of householders, the Chinese Protectorate and the police.

#### JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 25th July:—The domestic servant trouble has become more concentrated during the week under review and most of our principal stocks are again lower, with a further tendency to decline.

**BANKS.**—Hongkong and Shanghai have been down to a small extent at \$81.10, and the stock closes steady at this figure. London is unaltered at \$83.

**MARINE INSURANCE.**—Unions have been done at \$305 and are now required for at \$307.75. China Trade Insurance Co. Ltd. ordinary shares can be procured at \$43.75. North China can be procured at \$43.75.

**FIRE INSURANCE.**—Hongkong have sold and are obtainable at \$330. China have changed hands at \$31.

**SHIPWRECK.**—Hongkong, Canton and Macao have sold to a small extent at \$39 and can still be procured at the figure. Indo-China after sales at \$39 down to \$30 have been declined further to \$27.75 with sellers. China and Manila continue on offer at \$35, and Star of India at \$30.75 and \$11 for the new issue. Donghai are slightly lower at \$43.75. Shell Transport unchanged at \$2.75.

**REFINERIES.**—China Sugars have been sold at \$105 and are now offering at \$104. Luzon continues on offer at \$20.

**MISCELLANEOUS.**—Punjab have sold at \$4 and have sellers at \$4.4. Bomba are unchanged at \$3.4.

**DUCKS, WHARVES AND GHOVERNS.**—Hongkong and Whampoa Docks sold to some extent at \$22.25 at the beginning of the week, but are since weaker at \$22.00 with sellers. Hongkong and Whampoa Docks have been obtained at \$23. New Amoy Docks continue in request at \$33.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong lands have sold and are still obtainable at \$17.75. Kowloon lands are on offer at \$30, and West Point at \$33. Hongkong Hotels have been done at \$134 and \$135, and there are further sellers at the higher rate. Oriente Hotels are weak at \$45 sellers.

**CONCRETE MIXED.**—Hongkong have declined to \$17.40 sellers. Hongkong Osteons after sales at \$17.40 are offering at the rate.

**MISCELLANEOUS.**—Manila Investments are weak at \$20 sellers. The result of the first year's working of this company shows a debit balance of \$21,090.9. Green Island Cements have sold and can be procured at \$21. (Old) are on offer at \$19, and the new issue at \$24.75. Paper can be obtained at \$4.4. Fourwicks have sold and are wanted at \$48. One share continues in request at \$160, and the demand will exist for less at \$24.25 and Truway at \$340. China Providents have sold at \$10.

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**LANDS, HOTELS AND BUILDINGS.**—Hongkong lands have sold and are still obtainable at \$17.75. Kowloon lands are on offer at \$30, and West Point at \$33. Hongkong Hotels have been done at \$134 and \$135, and there are further sellers at the higher rate. Oriente Hotels are weak at \$45 sellers.

**CONCRETE MIXED.**—Hongkong have declined to \$17.40 sellers. Hongkong Osteons after sales at \$17.40 are offering at the rate.

**MISCELLANEOUS.**—Manila Investments are weak at \$20 sellers. The result of the first year's working of this company shows a debit balance of \$21,090.9. Green Island Cements have sold and can be procured at \$21. (Old) are on offer at \$19, and the new issue at \$24.75. Paper can be obtained at \$4.4. Fourwicks have sold and are wanted at \$48. One share continues in request at \$160, and the demand will exist for less at \$24.25 and Truway at \$340. China Providents have sold at \$10.

#### HAMBURG LETTER.

(FROM OUR CORRESPONDENT.)

Hamburg, 23rd June.

The counter-movement to the Morgan shipping combine, which is said to be engineered by Sir Alfred L. Jones of the Elder Dempster Line, naturally attracts some attention at Hamburg, but is hardly treated seriously. Herr Ballin, General Director of the Hamburg-American Line, has however, thought it worth his while to take a run over to England and there is little doubt that his visit to the German Embassy in London was in connection with the new scheme. A perhaps more serious question for German shipping is the favourable view taken in England of subventions to steamship companies. I had occasion recently to point out that the subventions granted to certain German lines are regarded in this country not as bounties, but merely as payment for mail services, but in England they take a different view of the matter and are disposed to regard the almost phenomenal success of the chief German lines as mainly due to bounties received by them from the Government. Should the British Government act logically upon this conclusion and inaugurate a general system of subventions on a comprehensive scale, it is fully realised here that the foreign lines will find themselves forced to follow suit. Herr Ballin's objections to subventions in any shape are therefore easily understood, but much light would have been thrown upon the whole subject if he had in his recent speech supplied a clue to the question which naturally arises: when is a subvention not a subvention?

Any clever people who are bent upon forming a combine will find plenty of food for reflection in the operation of a scheme which was started in October, 1890, for the regulation of supply and demand in the Portland cement industry. The scheme was in many respects delightful, but the manner of its operation has been disappointing. At the outset there did not appear to be anything wrong with it, but when prices fell and the demand for German Portland cement decreased, so many adherents forsook the syndicate that its extinction has almost resulted. In October, 1890, forty-two Portland cement works formed a syndicate in North-West middle Germany with a view to limiting the output and keeping up the price, but from the outset this ludicrous syndicate appears to have landed itself in a sea of troubles. It was so soon apparent that the capabilities of production of the factories in the West so far exceeded the demand for cement that in order to bring supply and demand into co-relation such very drastic limitation of output had to be enforced in the case of individual factories, that many of them refused or were unable to stand the strain. It was then attempted among the factories in South Germany to form a rival syndicate, and later these two syndicates proceeded to form together a cartel, while the factories outside the ring seriously damaged the prospects of the latter by reducing prices and stockpiling the market before the cartel came into operation at the beginning of 1891. The first three months of that year, partly on account of prolonged frost, were the worst experienced in the trade for the past ten years. The essence of the scheme lay in the arrangement by which the members of the syndicate were guaranteed a sale of 60 per cent of their output in the case of the larger factories, and 80 per cent in the smaller factories, that is, those which had an output of less than 125,000 casks; and the larger works agreed to submit in bad times to a reduction of their profits upon a sliding scale. Having regard to the exceptionally low prices prevailing in Silesia the cartel determined to try and freeze out the Silesian firms—a process which of course entailed a heavy sacrifice, and though the Silesian factories felt the strain severely, the losses of the syndicates were not recovered. The next move of the syndicate committee was to put an end to competition and a war of prices by buying up the individual factories. This method however met with little success. The committee then attempted to keep the less well-known factories going by means of bounties, but that plan also failed. From this time onward the question of compensating the companies whose sales had not reached a certain stipulated figure became a matter of contention, which eventually resulted in the practical break-up of the syndicate. It then began to dawn upon the committee that it was futile in practice to effect an arrangement by which all factories should participate pro rata in the business. A greater activity in the cement trade had been anticipated in the latter half of 1891, but it was not realised, and the compensation for the falling off in the first half of the year did not suffice to adjust the output and demand. It was then that the full force of the effect of giving to the smaller factories a guarantee for a certain proportionate sale was thoroughly appreciated. On that evil day in October, 1890, when the principle of the sliding scale was introduced, it was not in the least expected that the falling off in the trade would be so serious and that the scheme would pass on so extraordinarily in favour of the small factories. An example will explain the reduction of output. A factory with an output of 120,000 casks by reason of the 80 per cent guarantee could rely upon a sale of 96,000 casks, whereas a factory with an output of 240,000 casks stood only to realise a sale of 192,000 casks. It had been agreed that every cask delivered above the number fixed in the case of each factory a certain percentage of the profit should be paid to the syndicate, and that for every cask below this figure which remained unsold at the factory a like compensation should be paid to the factory. As it became apparent already in the first half of the year that the falling off in the trade would not be sufficiently

modified, a variety of opinions existed among the members as to the course to be adopted and it was attempted to reorganise the whole system. But all efforts to effect a settlement were without result, for the factories which enjoyed a guaranteed sale refused any abatement in the figure fixed by the agreement of October, 1890. The troubles of the syndicate became more and more involved. Law suits followed between the syndicate and some of the factories which had withdrawn their adhesion, and in consequence of the withdrawal of so many companies the syndicate appeared towards the end of 1891 to be on the point of winding up. Its difficulties increased to such an extent that an ultimate solution seemed out of the question, the more so since so much friction had taken place already that any sort of combination for mutual advantage in the future was evidently hopeless. Although the general depression in trade in 1891 was severely felt in the Portland cement business, the fatal agreement formulated by the syndicate contained inherent defects which made unattainable the objects for which the syndicate was itself brought into existence. A workable arrangement might have been effected if the companies had held together, but as the blockade barred the syndicate's hand, only stared in the face those companies which still considered themselves bound by the agreement.

#### POLICE COURT.

Friday, 25th July.

BEFORE MR. F. A. HAZLELAND (POLICE MAGISTRATE).

**THEFT FROM A CHILD.**

Leung Kam, an unemployed coolie, with no fixed place of abode, adopted an ingenious but at the same time mean device to raise the wind. He saw two little boys, one aged nine and the other six, playing together in the street, and the seven glances revealed to him the fact that the younger was wearing a gold-mounted watch chain which might be reasonably expected to realise a few dollars in pawn. So he went up to the boys, and, sitting down beside them, told them an engaging story. In the middle of it he pulled out a knife and severed the string which held the fang to the wrist, then took to his heels. The boys raised a cry of "chak lo" (thief), and attracted the attention of Carlo Cattaneo, a Portuguese policeman in the Sanitary Board, who intervened and caught the offending thief. His Worship passed sentence of six weeks' hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

**LUXURIOUS CHARGED WITH ASSAULT.**

Chinese constable No. 325 was charged with assaulting a coolie. He denied it.

The complainant said he was sitting on the Praya with some other coolies, when the defendant, who was in uniform, came up and gave him a kick in the leg and told him to clear out. The defendant then knocked down an old man, who handed him a 20-cent piece which the defendant took from its wrapping of paper and placed in his mouth. The complainant saw the Indian jemadar of police and reported the matter to him. He went over to the defendant, who ineffectually tried to swallow the 20-cent piece, which was found in his mouth.

Another coolie gave corroborative evidence. Lal Singh, the jemadar in question, gave evidence as to finding the 20-cent piece in the defendant's mouth.

The defendant said there was a crowd on the Praya, and he went to disperse it. Some ran away, amongst them the complainant, who fell. Defendant picked him up, and in stooping his handkerchief in which was wrapped a 20-cent piece fell to the ground. He replaced the handkerchief and put the coin in his mouth, as he had no pocket in his tunic.

A hawkman called by the defendant gave corroborative evidence. He added that afterwards an Indian policeman had found the 20-cent piece in the defendant's mouth and was trying to get him into trouble, and as witness could not tolerate that he came along to the Police Court to tell what he knew.

This man's evidence was to a certain extent discounted by the fact that he was in Court while the defendant was making his statement. The defendant was discharged, his Worship considering the evidence insufficient to convict him of assault.

**SUPPLIES MASTERED.**

On the complaint of P. C. Martin, the master of the steamer *Kooloon* was fined \$5 for neglecting to exhibit two bright lights on the gangway of the vessel between sunset and sunrise whilst lying at the Kowloon wharf.

**FOUR CHINESE BOATMEN QUARANTINED.**

Four Chinese boatmen who contravened the quarantine regulations by anchoring within thirty yards of the *Kooloon* on her arrival in the harbour from Manila, an infected port, were fined \$10 each.

**SETTLING A QUARREL.**

A barber and a cook, both Chinese, had a difference in the street, and were settling it with half-bricks when a looking interfered and took them to the station.

Their diversion cost them \$2 each.

#### THE GOVERNOR-DESIGNATE OF KWANGSI.

H. E. Wang Chih-chung, formerly Governor of Kwangsi, is reported to be leaving for his new post in Kwangsi on the 17th instant. During his recent audiences with the Empress Dowager, H. E. asked for and obtained permission to take with him down South four or five battalions of foreign-modelled Hunanese troops hitherto garrisoning Anking (Nanking) and Wuhu, Anhui province, to assist him in quelling the rebellion in Kwangsi. The Commandant of these troops is a General Li, also a Hunanese, and it is reported that he has been ordered by Governor Wang Chih-chung to be ready to embark his troops for Wuchow (Kwangsi) on the West river, via Canton. Arrived at Wuchow, General Li's brigade will encamp there and wait for the Governor and escort H. E. to Kueilin, the capital of the province. It is further reported that the Governor Wang, who is himself a Hunanese, depends upon using his influence upon the rebel bandit soldiery in Kwangsi, most of whom are his fellow provincials, to persuade them to return to their allegiance. At the same time, Wang is said to intend to give strength to his scheme. It is stated in Peking that Governor Wang, who was in danger of being deposed by the Empress Dowager, obtained his appointment by proposing the above project and offering to remove peace in Kwangsi in that way.—N. O. Daily News.

#### THE ILLNESS OF THE KING.

THE OPERATION.

The American and Japan, the following particulars regarding the King's illness come to hand.

London, 24th June.

With dramatic suddenness the King has been stricken down upon the eve of the Coronation. To-night he lies in a critical state at Buckingham Palace.

King Edward is in a room facing the beautiful gardens of Buckingham Palace and far from the street and the crowd. If to-night's progress is maintained, he will probably this over the effects of his severe operation, which has successfully removed the local trouble. But should any complication occur, such as septic peritonitis, or blood poisoning, it is feared his Majesty's present physical and nervous condition would prove unequal to the strain involved. There is consequently intense anxiety as to the outcome.

The King's doctors believe that his Majesty would have been dead before now except for the operation. His condition became so alarming last night that at one time it was feared death might ensue before the surgeon's knife could afford him relief. Intense swelling of the extremities, accompanied by alarming symptoms of mortification, constituted the emergency and demanded an immediate operation. To the last the King tried to avoid this, and he was willing to be carried to the Abbey for the Coronation ceremonies in order that it should occur as arranged. The influence of Queen Alexandra was enlisted, however, and at an early hour this morning the royal patient was prepared for the operation which, even in the skillful hands of England's best surgeons, was fraught with grave danger.

Shortly before 2 o'clock this morning his Majesty was moved from his couch to the operating table, and the anæsthetic was administered. Sir Frederick Treves made the incision near the patient's groin and carried it upward with an outward snarl for nearly four inches. The obstruction was removed and a talking was placed in the affected intestine.

King Edward's first words when he recovered consciousness were to ask for "George," and the Prince of Wales, who was waiting in the next room, was immediately admitted to his father's presence.

While the operation was being performed, the great central courtyard of Buckingham Palace, so lately the scene of such brilliant gatherings, was utterly deserted, and an impressive silence reigned throughout the building. Equerries talked in whispers, servants stood silent, and the tension grew almost unbearable. Then the word was passed around that all had gone well.

Lord Salisbury and Mr. Balfour then went in to congratulate Queen Alexandra, and afterwards an informal and perhaps historic discussion occurred between the Prince of Wales and the Duke of Connaught and Lord Salisbury, Mr. Balfour and several other members of the Cabinet. Before the end of the afternoon over 2,000 callers, who included nearly all the foreign representatives in London and members of the House of Lords and House of Commons, had inscribed their names on the visitors' book at Buckingham Palace. All the royal princes called personally on the Prince of Wales and bade him goodbye. The majority of them will leave London to-morrow morning for their respective countries.

A brief notice has been published in the *Gazette*, as a result of which the entire State, social and business arrangements throughout the country are paralysed. The order is dated from the Earl Marischall's office, and reads as follows:—

"I have to announce that the solemnity of the Coronation of His Majesty King Edward VII and Queen Alexandra is postponed from 28th to a date hereafter to be determined.

In spite of the Royal wish that the provincial celebrations be carried out as arranged, many towns have abandoned the festivities which were to be held, although at Liverpool and other large cities hurried meetings were called and it was decided to carry out all the charitable arrangements as previously made. The leading business houses in London have decided to keep open on June 28th and 29th, although the banks will probably be closed on those days.

Among the hundreds of postponements caused by the sudden illness of the King is that of the publication of the list of Coronation honours.

New York, 24th June.

Dr. Cyrus Edson explained the King's illness and the operation as follows:—

"Perityphilitis is inflammation, including the formation of an abscess of the tissues around the vermiform appendix, and hence perityphilitis is a kind of abscess of the case from perityphilitis. Usually an operation is necessary to ascertain whether the appendix or the surrounding tissue is diseased. In the King's case there is probably an abscess at the head of the large intestine where the appendix begins, and the operation to-day was an immediate necessity because the abscess had to be got at once and emptied of its contents or put. Of course I cannot say what further than the abscess was discovered by the surgeons—that is, what extent the inflammation had affected the part of the King's body. Under ordinary circumstances he ought to recover in ten or four weeks, but after recovery it would perhaps be four weeks more before he would be able to perform his part of the Coronation ceremonies.

"The King's trouble is in his right side, low down."

#### CONFESSION IN LONDON.

London, 24th June.

Queen Alexandra has borne the strain of the past week with the bravest spirit. She was always fearful of what might happen. Her Majesty took her part in the festivities at Ascot and at other places, revealing any sign of her inward anguish, and when she was told to-day that an operation was imperative and that the Coronation would have to be postponed she quietly answered: "Have I not felt that this would happen?" and asked: "How does the King bear it?"

Upon receiving the reassuring reply, Queen Alexandra exerted herself to appear cheerful and to devise means to lessen the King's grief and disappointment, although she was evidently greatly distressed.

The idea was mooted in some official quarters to-day that with a view of preventing the disappointment of the public, Queen Alexandra should be crowned alone next Thursday, and the King should be crowned in a comparatively private manner upon his recovery.

This idea was discussed, but it was rejected as a procedure calculated to mislead the public mind as to the purely relative importance of the Queen's consort.

The Pope and the King of Italy and other monarchs have called anxious enquiries concerning Edward's progress, and despatches received from all parts of the world reflect the intensity of feeling occasioned by the unexpected news of the King's illness and sympathy with the British nation.

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Hongkong, 6th May, 1902.

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of the startling news was immediate. Prices weakened, led by Consols, with a fall of half a point. Official announcements of the King's serious illness were made to public bodies as speedily as possible. At the morning's rehearsal of the Coronation ceremonies in Westminster Abbey the Bishop of London requested the congregation to join in the litany out of the recovery of the King. That afternoon the Earl Marischall, the Duke of Norfolk, issued the following notice:—

"The Earl Marischall has received the King's commands to express his Majesty's deep sorrow that owing to his serious illness the Coronation ceremonies must be postponed. The celebrations in London will be in consequence likewise postponed, but it is the King's earnest hope that the celebrations in the country shall be held as already arranged."

The King also expressed to the Lord Mayor his desire that his Majesty's dinner to the poor of London be not postponed.

At the various palaces and at the Grosvenor, Buckingham, Carlton, Cecil and other hotels where the foreign representatives are staying, the news created the greatest dismay. Loyal carriages were already drawn up in readiness to take the guests to the reception at the Palace, but the moment the "tickers" announced his Majesty's illness all the preparations for the day ceased.

In the streets the change which came over the crowds was most pronounced. The air seemed momentarily paralyzed, and it was long before the full effect of the startling intelligence was felt.

In the course of the early afternoon the bulletin from Buckingham Palace announcing that the operation had been successful, that a large abscess had been evacuated, and that the King's condition was satisfactory, was issued and posted at the various points where people congregated, and shortly afterwards a Court official informed a Press representative that his Majesty was recovering satisfactorily from the effects of the operation. The King treated the operation very lightly, his greatest concern being for the disappointment of the people.

"This, however," added the official, "was entirely unavoidable, as up to the last moment attendants confidently hoped the patient would be able to go through the more important part of the ceremonies."

It is understood the operation was performed by Sir Frederick Treves, who correctly diagnosed the complaint, and is a specialist in abdominal operations.

Many of the foreign representatives called at Buckingham Palace this afternoon to make enquiries about the King's condition.

#### STATEMENTS IN PARLIAMENT.

London, 24th June.

The House of Commons was crowded to-day by members and others who were anxious to hear the expected statement of the Government leader, Mr. A. J. Balfour, on the subject of the King's illness.

Mr. Balfour said he had intense gratification in saying that a successful operation had been performed on the King, and that his Majesty was progressing as well as possible.

"That announcement," proceeded Mr. Balfour, "removes a great load off our minds. My first inclination on hearing the melancholy news this morning was to suggest that the House mark its sense of the disaster which has befallen the whole community by adjourning. But on more careful reflection I have come to the conclusion that such a course is ill-advised. The anxiety we feel must be great, and that anxiety is necessarily augmented by the circumstances under which the disaster has befallen the Royal Family and the whole country. I have come to the conclusion that if the House was to take the exceptional course to which I have adverted, that which is now anxiety in the public mind might become a panic, and a wholly exaggerated idea of the present state of things might go abroad.

"The state of things is undoubtedly grave, but we ought not to use stronger epithets in regard to it than those I have used, and I am convinced that if we were to consider the King's condition to be such that it would be improper to carry on the business of the country, we should produce a wholly false impression. In these circumstances we do not propose to suggest any exceptional course, and I am only thankful to have been able to inform the House that so far as we know at present everything is going on as well as can possibly be expected."

The Liberal leader, Sir Henry Campbell-Bannerman, approved his entire approval of the course taken by Mr. Balfour, and the House resumed its ordinary business.

Lord Salisbury in the House of Lords said:—"All we can do at present is to hope and pray for the best and console ourselves with the knowledge that the surgeons entertain a most satisfactory view in regard to the progress of the distinguished patient. More definite language than this is impossible. An operation of singular severity has been performed and leaves behind it every hope of a successful issue. Some weeks will at least elapse before his Majesty's recovery towards health. The progress of the King's recovery will be accompanied by his Majesty's recovery of his strength and his Majesty's recovery of his strength and his Majesty's recovery of his strength."

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uncertain. But there is this consolation that matters could hardly have gone better. "No action can be taken by the House while matters are in a state of transition, but I think we shall be able to return to our ordinary avocations at an early period. Disappointment has been extensively suffered by the abandonment of the naval review and other great celebrations in honour of the King, but a much greater calamity than this was threatened."

Queen Alexandra and the King's illness. Queen Alexandra is terribly upset and nervous. The royal grandchildren were driven to the palace shortly after one o'clock. The Prince and Princess of Wales remained at Buckingham Palace throughout the afternoon, and when they left they appeared decidedly more cheerful than on their arrival.

Until 5 p.m. a close vigil was kept within the palace, nearly all the members of the Royal Family, with whom were Lord Salisbury, Mr. Balfour, Lord Roberts and other leading men of England, anxiously awaiting word from the sick room.

After the 4 o'clock bulletin had been issued the watchers on one went out, all looking more cheerful. The Duke of Connaught, who was in full uniform, seemed to be particularly pleased with his brother's condition.

The best opinion seems to be that no less than three months' postponement of the Coronation is inevitable, and even in the event of the King's recovery the crowning of his Majesty will certainly be shorn of all its arranged-for glories.

Diplomats called at the Foreign Office to express their condolence. Stripped of medical phrases, the King is suffering from appendicitis, and the operation was entirely successful. Since morning, the stories that his Majesty is suffering from cancer of the throat have been revived, but they are authoritatively denied. The postponement of the Coronation festivities applies to the naval review as well as to all other functions.

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To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, via SUEZ CANAL	BENLAWERS	Brit. str.	—	See	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th August, at Noon.
LONDON, via SUEZ CANAL	GLYNN	Brit. str.	—	R. Webster	McGOWAN, BROS. & CO.	On 16th August.
LONDON & ANTWERP	TELEMACUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	ABDARUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	PERIBUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
MARSEILLES, LONDON & ANTWERP, &c.	KAWACHU MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	Today, at Noon.
MARSEILLES, &c. via PORTS OF CALL	ANAN	From str.	—	Seller	MESSAGERIES MARITIMES	On 25th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	BINGO MARU	Jap. str.	—	P. Davies	NIPPON YUSEN KAISHA	On 8th August, at Daylight.
BALTIMORE, via PORTS OF CALL	KIAUTSCHOU	Jap. str.	—	P. Lunenschloss	MELCHERS & CO.	On 7th August, at Noon.
SHANGHAI, &c. via SINGAPORE, &c.	SILESIA	Ger. str.	—	Halle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	AMERICA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAYRE & HAMBURG	C. FRED LAMBEZ	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 24th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAYRE & HAMBURG	PREIBURG	Ger. str.	—	Froch	HAMBURG-AMERIKA LINIE	On 8th October.
TRIESTE, &c. via SINGAPORE, &c.	CHINA	Ann. str.	2 m.	von Bredfeld	SANDER, WILDER & CO.	On 25th inst. P.M.
NEW YORK, via PORTS & SUEZ CANAL	ATHOL	Brit. str.	2 m.	Moses	SANDER, WILDER & CO.	On 16th August, P.M.
NEW YORK via SUEZ CANAL	ANDAMATO	Brit. str.	—	Doddwell & Co. Limited	JARDINE, MATHESON & CO.	About 30th inst.
NEW YORK via SUEZ CANAL	BENGLURU	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 15th August.
NEW YORK	VERONA	Ger. str.	—	—	CARLWITZ & CO.	On 31st inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	—	F. F. Bement	SHEWAN, TOMES & CO.	On or about 15th August.
VANCOUVER, via SHANGHAI, &c.	ATHEANIAN	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	Today.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	K. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th August, at Noon.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	TOSA MARU	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	LOUIS-DE-FRANCE	Brit. str.	4 m.	J. S. Thompson	DODWELL & CO. LIMITED	On 2nd August.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	HYADES	Brit. str.	—	—	DODWELL & CO. LIMITED	On 15th August, at 4 P.M.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	—	Craven	PORTLAND & ASIATIC S.S. CO.	On 12th September.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	Today.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	KAOSHIMA MARU	Jap. str.	—	K. Kori	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.
Kobe & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th August, at Noon.
Kobe & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trenut	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	2 m.	Rebelmund	HAMBURG-AMERIKA LINIE	On 15th August, at Daylight.
SHANGHAI	LYTHOON	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
SHANGHAI	WAMPOA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 31st inst.
SHANGHAI	CHURAN	Brit. str.	2 m.	C. L. Daniel	BUTTERFIELD & SWIRE	Today, at 4 P.M.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	POLYNESIAN	Brit. str.	—	Chevalier	P. & O. S. N. Co.	On 25th inst.
TAMU, via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	T. Kikano	MESSAGERIES MARITIMES	On or about 1st August.
FOOCHOW, via SWATOW & AMOY	ANING MARU	Jap. str.	1 m.	G. Sakano	MITSUI BUSSAN KAISHA	On or about 27th inst.
ANPING, via SWATOW & AMOY	MAIDU MARU	Jap. str.	1 m.	T. Saito	MITSUI BUSSAN KAISHA	To-morrow.
SWATOW	THALES	Brit. str.	1 m.	Robson	DOUGLAS LARPAKE & CO.	On 30th inst.
SWATOW & TIENTSIN	NANCHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
CEBU & ILOILO	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st August.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	Quick despatch.
SINGAPORE & PENANG	YAMAGUCHI MARU	Jap. str.	2 m.	E. W. Almond	SHEWAN, TOMES & CO.	To-day, at 4 P.M.
SINGAPORE & CALCUTTA	KIMURA	Brit. str.	2 m.	E. J. Buller	JARDINE, MATHESON & CO.	On 25th inst. at 3 P.M.
SINGAPORE & BOMBAY	PERIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On or about 30th inst.
SINGAPORE	LARSEN	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On 30th inst.
SINGAPORE, COLOMBO, & BOMBAY	MIKKA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.

## SHIPPING.

**ARRIVALS.**  
July 24, AFRIKA, British steamer, 2,354, S. Golding, Liverpool 6th June, General—DODWELL & CO., LTD.  
July 24, CARL DIEDECK, German str., 774, H. Baudisch, Hongkong 2nd July and Hainan 23rd, General—J. S. Thompson & Co., Ltd.  
July 24, LIMA, Norwegian str., 979, Borges, Singapore 14th July, Sugar—SANDER, WILDER & CO.  
July 25, C. STOS, British str., 2,105, C. F. Lockstone, London 14th June, General—P. & O. S. N. Co.  
July 25, HOKOKO, French str., 769, Pannier, Hongkong and Hainan 24th July, General—A. H. MARTY.  
July 25, KAWACHU MARU, Japanese str., 3,379, J. S. Thompson, Shanghai 22nd July, General—NIPPON YUSEN KAISHA.  
July 25, LUCH, German tugboat, 900, Wuthmann, Swatow 24th July.  
July 25, TAIKANG, British str., 1,544, B. D. Bradley, Shanghai 20th July, General—JARDINE, MATHESON & CO.  
July 25, T.H.L.S., British str., 820, Robson, Swatow 24th July, General—DOUGLAS LARPAKE & CO.  
July 25, LYBMOON, German str., from Canton.  
July 25, YUSHUN, Chinese str., from Canton.  
July 25, MORADPOUR, U.S. motor, from a cruise.

**CLEARANCES.**  
At the Harbour Master's Office.  
25th July.  
AFRIKA, British str., for Shanghai.  
Hainan, German str., for Hongkong.  
Hainan, British str., for Swatow.  
Kawachu Maru, Japanese str., for Nagasaki.  
Kawachu Maru, Japanese str., for Singapore.  
Kawachu, British str., for Amoy.  
Kawachu, German str., for Shanghai.  
Lythoon, British tugboat, for Royal Road.  
Lima, British str., for Singapore.  
Prota, German str., for Chifu.  
Hosaka Maru, Japanese str., for Manila.  
Yamaguchi, British str., for Canton.

**DEPARTURES.**  
25th July.  
DEVAWONGSE, German str., for Hongkong.  
GINKFANG, British str., for Shanghai.  
HAINAN, British str., for Coast Ports.  
HAINAN, French str., for Kwangchow.  
KAGA MARU, Japanese str., for Japan.  
K. KIKANO, British str., for Shanghai.  
Kowloon, German str., for Chinkiang.  
MALAKA, British str., for London.  
PREIBURG, German str., for Swatow.  
PRONTO, German str., for Chifu.  
QUANTA, German str., for Hongkong.  
ROSETTA MARU, Japanese str., for Manila.

**VESSELS IN DOCK.**  
25th July.  
ABERDEEN DOCKS.—Vale of Doon, Petchaburi.  
Kowloon DOCKS.—H.M.S. Winera, Dymene, Zofra, Solent, Michael Jensen, Tosa Maru, Hwa.  
COSMOPOLITAN DOCK.—Gaelic, Marie Jensen, Sabine Dickman.

**SHIPPING REPORTS.**  
The British steamer Taitung, from Shanghai 24th July, had S.W. monsoon and fine weather. The British steamer Thales, from Swatow 24th July, had light variable westerly breeze to single island; thence light N.W. breeze to port; light easterly swell and fine, clear weather throughout.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:  
ADRIK ORSKO, Amr. barque, S. Ancebury.  
—Standard Oil Co.  
ALLAS, American ship, McKay—Standard Oil Co.  
KILAT, British ship, John Hughes—ORDEZ.

## VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
Captain W. Almond, will be despatched for the above port TO-DAY, the 26th inst. at 4 P.M.  
Highest-class Passenger Steamers. High-powered, newest and most up-to-date on the run. All Accommodation midships. Electric Light and all other modern improvements. A Surgeon is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 22nd July, 1902. [1902]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship  
"POLYNESIAN."  
Captain Chevalier, will be despatched for the above ports on or about SUNDAY, the 27th inst.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 22nd July, 1902. 2

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
(Robt. M. SLOAN & Co., HAMBURG).  
FOR NEW YORK.  
THE full powered Steamship  
"VERONA."  
Captain Episcopi, will be despatched for the above port on MONDAY, the 28th inst.  
For Freight apply to  
CARLWITZ & CO., Agents.  
Hongkong, 18th July, 1902. [1888]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"KUMSANG."  
Captain E. J. Buller, will be despatched as above on TUESDAY, the 28th inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 22nd July, 1902. [2001]

FOR NAGASAKI & VLADIVOSTOK.  
THE Steamship  
"SAVOIA."  
Captain Rebelmund, will be despatched for the above ports on WEDNESDAY, the 30th inst. at Noon.  
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.  
For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 24th July, 1902. [2022]

"BEN" LINE OF STEAMERS.  
FOR LONDON via SUEZ CANAL.  
THE Steamship  
"BENLAWERS."  
Captain Bee, will be despatched as above on or about the 31st inst.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 15th July, 1902. [1939]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).  
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHU MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE.	SATURDAY, 26th July, at Noon.
TOSA MARU	PENANG, COLOMBO and PORT SAID.	TUESDAY, 29th July, at 4 P.M.
HAKATA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	FRIDAY, 1st August, at Daylight.
YAWATA MARU	KOBE and YOKOHAMA.	at Daylight.
DAIGI MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND.	SATURDAY, 2nd August, at Noon.
YAMAGUCHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE.	SATURDAY, 9th August, at Daylight.
KAGA MARU	PENANG, COLOMBO, and PORT SAID.	SATURDAY, 9th August, at Daylight.
AWA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 11th August, at 4 P.M.
MIKKA MARU	SINGAPORE, COLOMBO, and BOMBAY.	FRIDAY, 15th August, at Noon.
KAGOSHIMA MARU	MOJI, KOBE, and YOKOHAMA.	SATURDAY, 16th August, at Noon.
KORI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 25th August, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passages, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.  
A. S. MIHARA, Manager. [9]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).  
R.M.S. "ATHENIAN" Comdr. H. Mowatt SATURDAY, 26th July.  
R.M.S. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug.  
R.M.S. "EMPEROR OF INDIA" Comdr. D. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.  
R.M.S. "TARTAR" Comdr. E. Betham, R.N.R. WEDNESDAY, 19th Sept.  
R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers booked through to all principal ports and AROUND THE WORLD. Reduced tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of the MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

**SPECIAL EXTRA SERVICE.**  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, at additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation equalled on the Pacific, also Steamer.  
The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. K. BROWN, General Agent, Canton Road.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SILESIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 30th July	Freight and Passengers.
AMERICA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 14th Aug.	Freight.
C. FRED LAMBEZ	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 28th Aug.	Freight.
KONIGSBERG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 10th Sep.	Freight and Passengers.
ANDALUSIA	HAYRE and HAMBURG (Calling at Singapore and Colombo)	On 24th Sept.	Freight.
PREIBURG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 8th Oct.	Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.  
FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	CANTON	25th July	Freight or Passage.
SINGAPORE and BOMBAY	C. F. Lockstone, R.N.R.	July	Freight only.
SHANGHAI	W. B. Palmer	July	Freight only.
SHANGHAI	CHURAN	About 1st August	Freight or Passage.
SHANGHAI	C. L. Daniel	August	Freight or Passage.

LONDON, &c. VALETTA A. G. Cubitt, R.N.R. Noon, 2nd See Special Advertisement.  
LONDON BOMBAY H. S. Bradshaw Noon, 5th Freight or Passage.  
\* Calling at Penang and Colombo if sufficient inducement offers.  
For further Particulars, apply to  
E. A. HEWITT, Superintendent.  
Hongkong, 21st July, 1902. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUES OF FIVE	3,321	J. S. Cor	August 2nd
VICTORIA	3,502	J. Panton	August 9th
TACOMA	2,811	A. Dixon	August 23rd
GLENGLADE	3,750	G. E. Warner	September 2nd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.  
Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINE.  
HONGKONG TO NEW YORK, 248.  
The Railroad (travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.  
HONGKONG TO VICTORIA AND TACOMA, 232.  
This best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRY and ST. MICHAEL.  
Rates of Passage to other Points on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passages or Freight, apply to  
DODWELL & CO. LIMITED, General Agents.  
H. Mowatt 25th July 1902. [7]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, SAN PETERSBURG, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KIAUTSCHOU	THURSDAY 7th August
DAYERN	THURSDAY 21st August
KONIG ALBERT	THURSDAY 4th September
PRINZESS IRENE	THURSDAY 18th September
PRINZ REGENT LUITPOLD	THURSDAY 1st October
PREUSSEN	WEDNESDAY 15th October
HAMBURG	WEDNESDAY 29th October
SACHSEN	WEDNESDAY 12th November
KARLSRUHE	WEDNESDAY 26th November
KIAUTSCHOU	WEDNESDAY 10th December
DAYERN	WEDNESDAY 24th December
KONIG ALBERT	WEDNESDAY 7th Jan. 1903
PRINZESS IRENE	WEDNESDAY 21st Jan. 1903
DAHMSTADT	WEDNESDAY 4th Feb. 1903
PREUSSEN	WEDNESDAY 18th Feb. 1903
HAMBURG	WEDNESDAY 4th Mar. 1903

\* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain P. Lunenschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 5th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 6th August, and Parcel will be received at the Agency's Office until Noon on WEDNESDAY, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 52.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELOHRS & CO. AGENTS.  
Hongkong, 24th July, 1902. [6]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.  
THE Steamship  
"ASAMA."  
Captain F. F. Bement, will be despatched for the above port on or about the 15th August. To be followed by s.s. "AFION" on



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th August
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August
GLASGOW and LIVERPOOL	"JASON"	On 3rd September

TO	STEAMSHIP	DATE
LONDON and ANTWERP	"ULYSSES"	On 5th August
LONDON and ANTWERP	"TELEMACHUS"	On 12th August
LONDON and ANTWERP	"ANTENOR"	On 19th August
LONDON and ANTWERP	"DARDANUS"	On 26th August
LIVERPOOL DIRECT	"PYRRHUS"	On 20th September

Hongkong, 15th July, 1902.

**BUTTERFIELD & SWIRE,**  
AGENTS, O. S. S. CO.

## CHINA NAVIGATION CO., LIMITED.

FROM	STEAMSHIP	DATE
SHANGHAI	"WAMPOA"	On 25th July
SWATOW and TIENTSIN	"NANCHANG"	On 26th July
NAGASAKI and KOBE	"KAWASO"	On 27th July
CEBU and ILOILO	"KAIFONG"	On 1st August
PORT DARWIN, THURSDAY	"TAIYUAN"	On 20th July
ISLAND COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th July, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TO	STEAMSHIP	DATE
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 27th July
TAMSAI, VIA SWATOW	"T. KITANO"	July
AND AMOY	"DAIJIN MARU"	SUNDAY, 3rd August
FOOCHOW, VIA SWATOW	"T. OATA"	August
AND AMOY	"ANPING MARU"	WEDNESDAY, 3rd August
ANPING, VIA SWATOW	"G. SAKANO"	July
AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 6th August
	"T. SAITO"	August

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsai to land all passengers and cargo.

OSAKA SHOSEN KAISHA.  
For Freight, Passage, and further information, apply to  
**THE MITSU BUSSAN KAISHA,**  
Agents.

Hongkong, 21st July, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND SEA OF JAPAN, KOREA & YOKOHAMA FOR PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAVAGLI"	3,152	Craven	July 25, 1902
"INDRAPURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRAMAHA"			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with our agents.

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX. PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th July, 1902, at 1 p.m., the Company's Steamship "ANNAN" Captain Seller, with Mail, Passengers, Specimen Cargo, will leave this port for MARSEILLES and Ports of Call, WITHOUT DELAY.

Cargo and Specimen will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specimen and Parcel until 3 p.m., on the 27th July. (Parcels must be left at the Agency's Office.)

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th July, 1902.

## OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE.

THE Company's Steamship

"LABETTES"

Captain Parkinson, will be despatched on

WEDNESDAY, the 30th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th July, 1902.

(2315)

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENCLEUCH"

Captain Thompson, will be despatched as above

on THURSDAY, the 31st inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 10th July, 1902.

(1890)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TIENTSIN AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS.)

THE Company's Steamship

"CHINA"

Captain Mezes, will be despatched as above

on SATURDAY, the 16th of August, P.M.

This Steamer has Captain's Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WHEELER &amp; CO.

Agents.

Princes' Buildings.

Hongkong, 22nd July, 1902.

(1900)

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underigned.

NEXT SAILINGS.

"TAIYUAN" leave on 25th July.

"TSINAN" " " 23rd August.

"CHANGSHA" " " 2nd September.

"CHINGTU" " " 29th

Superior accommodation, electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD &amp; SWIRE

AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

(1981)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA."

Captain A. G. Cabitt, H.M.R., carrying His Majesty's Mails, will be despatched from this port, Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transshipment.

Cargoes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 21st July, 1902.

(1)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ATHOLL" About 5th Aug.

"LENNOX" 14th Aug.

"HEATHBURN" 21st Aug.

"RICHMOND CASTLE" 21st Sept.

"ERID" 20th Sept.

"HILLGLEN" 30th Sept.

For Freight and further information, apply to

DODWELL &amp; CO., LD.,

Agents.

Hongkong, 24th July, 1902.

(711)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tientsin, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN"

Captain Shaw, will be despatched for the above ports on THURSDAY, the 14th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 22nd July, 1902.

(2002)

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched as above at monthly intervals, carrying

Cargo at current rates.

Proposed SAILINGS FROM HONGKONG, S.S. "INDRAMAYO" 15th Aug., 1902.

S.S. "INDRAMI" 15th Sept., 1902.

S.S. "INDRAWADI" Oct., 1902.

For Freight and further information, apply to

JARDINE, MATHESON &amp; CO.,

Agents.

Hongkong, 22nd July, 1902.

(1987)

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFERRIE"

Captain E. Webster, will be despatched as above on SATURDAY, the 10th August.

For Freight, apply to

McGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 22nd July, 1902.

(1957)

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, TO NEW YORK (via SUEZ CANAL).

VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamship

"HYADES"

Tons 3,753 12th September.

"LYRA" 4,200 4th October.

"SHAWMUT" 9,600 22nd October.

"TREMONT" 9,600 19th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to

DODWELL &amp; CO., LD.,

General Agents.

Hongkong, 21st July, 1902.

(1978)

## TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,576 Tons.

Captain Tate, will be despatched for MANILA on

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.

Per Freight or Passage, apply to

THE MITSU BUSSAN KAISHA,

Agents.

Princes' Buildings, 100 House Street.

Hongkong, 22nd July, 1902.

(16)

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LD.,

Agents.

Hongkong, 20th July, 1902.

(7)

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE"

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL &amp; CO., LTD.,

Agents.

Hongkong, 19th July, 1902.

(7)

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HULLGLEN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 1st August, or they will not be recognized.

To be left in the Godowns, where they will be examined on the 25th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LIMITED.

Agents.

Hongkong, 23rd July, 1902.

(2013)

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 2nd July, 1902.

(1987)

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DAVERN"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-day, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th July, at 9.30 a.m., and on WEDNESDAY, the 27th July, at 9.30 a.m.

All Claims must reach us before the 5th August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underigned.

NORDDEUTSCHER LLOYD,

MELCHERS &amp; CO.,

Agents.

Hongkong, 23rd July, 1902.

(5)

## "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE"

FROM NEW YORK, STRAITS AND MANILA.



**CARTRIDGES! CARTRIDGES!**

**JUST LANDED A NEW STOCK of  
ELEY'S and KYNOLDS SPORT-  
ING CARTRIDGES and NEWCASTLE  
CHILLED SHOT.  
20 BORE CARTRIDGES**

10  
12

**WM. SCHMIDT & CO.**  
Gunsmiths.  
*(Incorporated 3rd January, 1901)* [15]

A NEW MAGAZINE  
(To be Published Quarterly).  
"THE EAST OF ASIA."  
JUST ISSUED.  
CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
People, Customs, &c., of the Far East.  
Price .. .. . £1.50.  
At Messrs. KELLY & WALSH, LD.,  
Hongkong.  
Hongkong, 6th March, 1902. 719

THE AMERICAN SYSTEM  
OF  
DENTISTRY  
By DR. M. H. CHAUN,  
33, DES VOGES ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th March, 1902. 638

ON SALE.  
"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
LADYSMITH RELIEF COLUMN,"  
Being a Lecture by  
CAPTAIN PERCY SCOTT,  
R.N. G.R.,  
and  
CAPTAIN A. H. LIMPUS, R.N.  
(of H. M. S. Terrible).  
The book is printed on art paper, and illustrated  
with coloured maps and sketches.  
Price .. .. . 91 and 81.50

RUBINART PIERE & FILS, REIMS  
Established 1719,  
CHAMPAGNE GROWERS AND  
Bottlers.  
Ship only the Finest Quality  
Extra Dry (Seco Extra)  
LAURE WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1-95. [141]

NOTICE.  
WE have this day been appointed  
AGENTS FOR HONGKONG  
for the  
TAIWAN STONE AND SHELL LIME  
FACTORY, MACAU.  
These Limes have been tested by experts, and  
found to be SUPERIOR TO ANY OTHER FOUND  
IN CHINA. All houses should be lime-washed  
with this Lime. It gives an odour of sweetness  
and kills vermin. It is a decided check on  
plague and other pestilential diseases, and it is  
invaluable for building purposes. Having been  
tested and found to give 80 to 70 lbs. to the  
square inch breaking strength.  
Orders will be received and testimonials can  
be seen and prices quoted on application to

Hongkong, 16th June, 1902. 11

BUILDING CONTRACTORS,  
30, DES VEUZ ROAD CENTRAL.

**A**LL Kinds of SANITARY APPLI-  
ANCES and DRAINAGE ACCE-  
SORIES Supplied and Fixed.

**AGENTS FOR MOSAIC TILES.** (1819)

**APIOL & STEEL**  
**PILLS**  
(for Ladies)

**A Remedy for all Irregularities.**  
Suffering from Ache, Jaundice, Biliousness, &c.  
Solely Sold by  
**L. B. WATSON & CO., LTD., HONGKONG.**  
Proprietors.  
**MARTIN, CHEONG, SOUTHAMPTON, ENGLAND.**

**HARPER JOHNSTONE'S**  
**SQUARE**  
**BOTTLE WHISKY.**

**JOHNSTONES** **SQUARE BOTTLE**

**HARPER JOHNSTONE'S**  
**SQUARE**  
**BOTTLE WHISKY.**

# THE

**NAPPS**  **WHISKY**  
SHIPPERS  
**Cutler, Palmer & Co., London.**  
AGENTS  
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420

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**DISTILLERS SINCE 1679**

<b>WHISKIES at</b>	<b>\$13.00</b>
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"It flows through the SONS"  
 yellow natural grain-merch, delicious savoured  
 nts for Hongkong.

**F. BLACKHEAD & Co.**

**PLM for the Computed, at 14, Des**  
 adon Omoo, 131, Fleet Street, E.C.